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TABLE OF DISTANCES.

I. ROCKHAMPTON TO BOWEN DOWNS.		II. FROM BOWEN DOWNS TO PORT DENISON.	
	Miles.		Miles.
Rockhampton to Westwood Hotel	32	To crossing place of Cornish Creek	50
Thence to Rio	36	Thence to Fisheries	8
Knebworth Hotel	5	Duck Ponds	13
Roxburgh	6	Place called Public-house Water-holes	25
Nulalbin	28	Water-holes, a mile to the right of the road	10
Barangal	20	South end of Lake Buchanan, or Salt Lake	1
Bauhinia Downs	12	Whistling Duck Water-holes	6
Planet Downs	40	Jump on the range	4
Sheridan's	12	Natural Sandstone Tank	4
Albinia Downs	22	Pigeon Water-holes	8
Orion Downs	25	Tomahawk Creek	6
Rainsworth	18	Rocky Creek	6
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Mantuan Downs	60	Douthy's Camp	8
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Alpha	35	Vine Creek Station, near Belyando River	20
Belyando Range	10	Cattle Station on Belyando River	31
Hodson's Old Yards	28	St. Ann's on Belyando River ..	16
Birkhead Creek	12	Mount Wyatt	18
Chain of salt and fresh water-holes	32	Hidden Vale	12
Alice River Crossing-place	16	Strathmore	25
Gidya Scrub water-holes	15	Bogie Public-house	25
Springs	23	Bowen (Port Denison)	40
Rule and Lacy's	29		
Wilby	16		
Bowen Downs	40		
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4. *Extracts from Commander W. F. RUXTON's Report on various Rivers on the West Coast of Africa.*

(Communicated by the FOREIGN OFFICE.)

THE following items of information, chiefly Geographical, are contained in the despatches of Commander Ruxton to his commanding officer, Commodore A. P. Eardley Wilmot :—

Mellacorree River.—The slaves in this country, who are very seldom sold to foreigners, are carried partly by canoes and partly by land round at the back of Sierra Leone, from the Sherboro, through and from Quia, across to Sierra Leone River, and are sold among the Zoozoos, and in the Barrizee country. The lawful trade of the district is very considerable, and no slave-ships have been in the river for many years. Horses, cattle, and sheep are in great plenty. Morriceaniah and Mallageah are both large towns, stockaded, with a population principally Mussulman. There is a Marabout priest, a Fellatah, I think, at the former place, who exercises some control; but the chief is Yemba Lamina. The headmen of houses or elders have, however, the real power.

Dobreeka River.—Vessels of 10 feet draught can go up this river a long way—40 or 50 miles. It runs from the eastward, making a bend round the Peak of Kakulimah, and finds its way into the sea opposite the Isles de

Los. The country is volcanic. Masses of tufa show here and there. If the Mountain of Kakulimah is not active at present, it has been so within a very recent period, and smoke is said to be seen on its summit during the excessively clear periods which follow the tornadoes during the commencement and break of the rainy season. The natives say it burns; but the name Kakulimah implies "it is steep, impossible of ascent." I am strongly of opinion that the Isles de Los and the neighbourhood was the turning point of the voyage of Hanno, the Carthaginian Admiral. It seems to agree better than the other numerous places given out by the learned as the turning point of that famous expedition. The description given to me of the country from Jeba to the Mellacorree, as it was thirty years ago, seemed to agree in a wonderful manner with Hanno's account; almost the same words were used by my informant, and he described the great herds of large baboons in the country. Both the population and the cultivation appear to have decreased, during the last half-century, in all this country. On one occasion we crossed by creeks from the Dobrecka into the Bremiah River, and pulled up the latter till we came to the rapids, above which the tide does not flow. For the last 18 miles we had the hills of Loomba on our right, distant not more than 5 miles, and running parallel with the stream, which ran to the north-east. They were covered with bright green grass, and large open spaces clear of trees, and were from 1800 to 2000 feet in height. Two distant terraces, like the parallel roads of Glen Roy, ran along the south-west side; indeed, my attention was called to them by the men pointing them out as "a real road." They were probably ancient beaches, and were some 800 feet above the sea-level. We landed about half a mile below the falls, and set out to walk to the town, not far distant. We ascended over limestone-rock all the way to the stockade, about three-quarters of a mile, and about 300 feet above the river on a sort of plateau. The sun was just rising, large and red, as I looked round and down the path we had come up. To the southward the lofty peak of Kakulimah, with its conical crater plainly visible, stood out in the solid darkness, casting its dark shadow over the plain. On its left, with the light just glinting their green sides, stood the Paps of Loomba, while hill and forest, stretching away, brought the eye round to the river, clear and bright, and dashing along through rocks and foliage till it was lost among the huge overhanging trees. The morning air was fresh and clear; far away towards the sea, the mist rose heavy and clammy from the sodden mangrove swamp, but where we stood it was bright and invigorating. Soon after 8 A.M. we began to retrace our steps, with oars again, and, except for one short hour, the boats' crews pulled on till 6 P.M. There is a creek running to the northward on the right bank of the river, and about 4 miles from its mouth, called the Cabaleer Creek.

Rio Pongas.—This river, well known in the annals of the slave-trade, has the character of an estuary, with one large river and many small streams running into it. It has four mouths—viz., one to the south, the Cantiloon Bar, not passable, except for large launches in fine season; Sand Bar, 16 feet water at high-water spring-tides; the Mud Bar, about the same water, but safer, for the bottom is mud and the rollers less heavy, but it takes a sailing-vessel four or five days to get round from it into the main river; the most northerly is the Taponea Bar, about 6 feet water, and a heavy surf. There are creeks running in all directions, in which it would be easy to hide a vessel. I pulled up the river for many miles, expecting it to get more narrow, when suddenly I found myself under a range of green hills; in front and at their base lay what appeared to be a ruined town, but was in reality pillars and rocks of basaltic formation, worn by weather or by water in former ages into curious contortions, one appearing like a village church. Many small streams formed a sort of basin with numerous islands. On our left was the stockaded town of Lana; in front, the town of Bangalong, formerly a large and influential place, having

a large trade with the interior; and on our right, in an admirably selected situation, rose the Fort of Farinhia, still well-kept and strong. The country is clear and open, plenty of cattle, and milk in abundance. The trade is entirely in the hands of the French.

Rio Nunez.—Though on a larger scale, this river is an estuary, like the Pongas. Large vessels can go up 30 or 40 miles with the greatest ease. There is plenty of water over the bar, an admirable spot on Sand Island to beach a vessel, 13 feet rise and fall, and a hard sand-beach to lie on. There are no inhabitants, and a vessel drawing 3 feet of water can go up to Debucko, where the French have a concession of land. The legitimate trade of the district is very large and almost entirely in French hands. The people of the upper part of the river belong to the Naloo tribe. Near the sea live a part of the Bagas. The chief, Yarrab, is a Mahometan. The river is a very fine one, and Debucko is the place where the great paths from the Foulah country first strike the salt water. All the trade, even that going down to Sierra Leone, passes a very few miles from this place.

Componee River.—A large river, with a shallow bar and strong stream. Little or nothing is known of it; even at Sierra Leone the name is scarcely known. The natives are said to be treacherous and warlike; but I had one or more boats in it and off it for two months, and found them harmless and quiet. They are Naloos. About 7 miles up, on the southernmost bank, there is a large creek running to the Nunez, which it enters above Victoria.

Cursinee River.—A large river or inlet, with a depth of from 8 to 10 fathoms. It lies nearly due north of the island of Alcatras, and there are two small islands off its mouth: one has fresh water on it, and is not marked on any chart, nor is any of the country in the neighbourhood surveyed. I was told that elephants were still to be seen morning and evening in herds. My informant stated that it was a separate river and did not communicate with the Rio Grande.

Slave Trade.—It has been a generally received idea that the slave traffic from the North coast between Sierra Leone and Gambia was nearly extinct. It appears to me, however, that it is like all other trades, if there is a demand there will be a supply, and if the people in Cuba want slaves they get them. If they are not in want of them, then, and then only, the trade ceases. There are rivers, creeks, towns, provisions, water, and slaves, in places where no British man-of-war has ever been, and of which there is no record and no surveys whatever. A large trade in large ships is carried on over what is marked in our latest charts as unknown. Treaties are made with, and subsidies paid to, people actively engaged in the slave trade. The people will sell anybody. Yurrah, head chief of the Nunez, told me that if he wanted money he would sell his brother. The very people who have been dragged from the hold of the Spanish slave-ship by British seamen, fed and nurtured by the British Government, and even now in drink and immorality drag along their vicious lives under the protection of the British flag, are the foremost in the race to enslave their hapless countrymen. In Sierra Leone the plans hatched in Cuba bring forth their evil brood. The mail steamer in comfort brings the gentleman slave-dealer: he generally carries with him a considerable amount in doubloons and dollars, with a good bill or two on a certain London house; rarely he makes use of agents, but generally proceeds himself to the rivers in a large native canoe; he then enters into agreements with the native chiefs, first giving them a large "dash," or present of money and goods, and then the stipulated sum of 35 to 45 dollars for each slave. From time to time the number of men-of-war on this station, with the character of their captains, their probable time of being at sea or at Sierra Leone, with their respective orders, are, strange as it may seem, communicated to him. On a certain day a message reaches him, sent in some inconceivable way, only to be guessed at by those

who know with what wonderful rapidity intelligence travels among the natives; not till then does the trader repair to his rendezvous. In a day or two a fast boat, with the captain or supercargo of the slaves meets him: all is arranged—time, places of call, the number to be shipped, and so forth—and the captain returns to his vessel that has been securely moored in a hidden mangrove creek, in some place not marked on any chart. On the appointed day every precaution is taken to see that the coast is clear. The schooner hauls out with the aid of canoes, and she starts for her destination. Sometimes there is an alarm, then she is again hid; but if not, she lays off the appointed bay or river, and the collected negroes are shipped at once in boats, canoes, cutters, and sometimes even in boats of merchant ships, and with the morning land-breeze she soon leaves the coast behind. Formerly slaves ran direct for the river they were going to ship in; now they wait in one river and ship anywhere, the slaves being collected and sent down to them. The gentleman slave-dealer sees the white sails slipping below the distant horizon, gets into his boat and returns to Sierra Leone, starts for Teneriffe by the English mail-steamer, and brags on the way that “he does more to civilise Africa than all the wealth of Britain.” The misery and sickness amongst the crews of slavers makes it wonderful to me how they manage to get men to man them.

There is evidently a movement going on, tending to break up the slavery system as carried on among the natives themselves. This is totally unconnected in any way with either our colonies or our missionaries, nor is it to be attributed to any British or foreign influence. There are two small districts, one inland at the back of the Baga country, near the head of the Dobreeka River, and another nearer the sea, about six hours' march from Canyap, on the south or left bank of the Nunez, where a number of runaway slaves hold out against their former masters. The last-mentioned place is called Cuba-ti-fing, a town founded 14 years ago by a body of slaves, said to have escaped from the Foulah country. It has greatly increased of late, and they are said to be able to bring 1000 fighting men into the field. The head man belongs to the Bambara country, and his name is Farer; it is curious that in speaking of him in English the natives never style him king, chief, or head man, but always governor. The town was attacked last year by the Foulahs, assisted by the Zoozoo chiefs, but they were beaten off with great loss. My informants told me that the people of Cuba-ti-fing worked very hard, had plenty to eat, but great difficulty in obtaining arms and ammunition; that any runaway slaves were gladly received and had land given to them; but still it seemed to be admitted that some of the head men would buy slaves if they could. It was said they would not sell them, but I doubt that part of the story.

5.—*Letter from M. Gérard Rohlfs.*

Since the last letter which we published from this intrepid traveller, he has undertaken another journey across the Sahara, starting from Tripoli. In his last journey he entered from Morocco, crossing the Atlas, and reaching the oases of Tuat and Tidikelt; returning by a north-east route to Ghadames and Tripoli. It appears now to be his intention to traverse the eastern side of the great desert, and endeavour to reach Waday, to recover, if possible, the papers of the unfortunate Vogel. In aid of this new expedition the Royal Geographical Society has granted M. Rohlfs 100*l*. A considerable sum has also been subscribed in Germany towards his expenses.

“SIR,

“Murzuk, 28th November, 1865.

“I have the honour to inform you of my arrival in Fesan, having reached here by way of Garia Ischergia, Bu Gila, Schati, and Sebha. Continually